



\* WHEN EARTHEN COVER OVER POST 1 EXCEEDS 12", OFFSET DISTANCES 5' & 7' MAY BE LESSENED. HEIGHT OF RAIL MUST REMAIN RELATIVE TO DITCH ELEVATION.

## NOTES

1. USE 8' POSTS FOR THE TYPE A DOUBLE RAIL END TREATMENT FROM POST A-A INCLUDING POST 4.
2. THE BOTTOM RAIL SHALL BE TUCKED BEHIND AND BOLTED TO POST A-A USING A  $\frac{5}{8}$ " DIA. x  $1\frac{1}{2}$ " LENGTH HEX. HEAD BOLT.
3. OFFSET BLOCKS ARE NOT REQUIRED FOR THE BOTTOM RAIL.
4. MAINTAIN HEIGHT OF TOP RAIL RELATIVE TO EDGE OF SHOULDER UNTIL A MAXIMUM HEIGHT OF 45" ABOVE GROUND IS REACHED.
5. THE SLOPE FILL MATERIAL SHALL BE COMPACTED FIRMLY TO THE ESTABLISHED X-SLOPE.
6. THE CONTRACTOR HAS THE OPTION TO CONSTRUCT THE END ANCHORAGE TERMINAL USING ONE OF THE FOLLOWING.  
OPTION 1 - 6" STEEL POSTS (SEE STD. MD 605.01 & 605.01-02)  
OPTION 2 - CONCRETE ANCHOR BLOCK (SEE STD. MD 605.01-03)
7. LOW SPEED INSTALLATIONS REQUIRE 50 FEET USING A 9:1 RATE.
8. PAID FOR PER LINEAR FOOT OF TRAFFIC BARRIER W BEAM (LENGTH DOUBLED) EXCEPT THE END ANCHORAGE TERMINAL.

SPECIFICATION <b>605</b>	CATEGORY CODE ITEMS										
APPROVED <i>Kirk G. McCall</i> DIRECTOR - OFFICE OF HIGHWAY DEVELOPMENT											
<b>SHA</b> State Highway Administration	<table> <tr> <td>APPROVAL • SHA REVISIONS</td><td>APPROVAL • FEDERAL HIGHWAY ADMINISTRATION</td></tr> <tr> <td>APPROVAL 11-10-99</td><td>APPROVAL 7-2-99</td></tr> <tr> <td>REVISED 10-1-01</td><td>REVISED 3-28-01</td></tr> <tr> <td>REVISED</td><td>REVISED</td></tr> <tr> <td>REVISED</td><td>REVISED</td></tr> </table>	APPROVAL • SHA REVISIONS	APPROVAL • FEDERAL HIGHWAY ADMINISTRATION	APPROVAL 11-10-99	APPROVAL 7-2-99	REVISED 10-1-01	REVISED 3-28-01	REVISED	REVISED	REVISED	REVISED
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## Maryland Department of Transportation STATE HIGHWAY ADMINISTRATION STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES TYPE A TRAFFIC BARRIER END TREATMENT (DOUBLE RAIL)

**STANDARD NO. MD 605.01-01**